

SAILING DIRECTIONS CORRECTIONS

PUB 192 7 Ed 2000 LAST NM 14/02

Page 3—Line 20/L; read:
including Rosyth, Grangemouth, Hound Point
(NIMA) 15/02

Page 3—Lines 13 to 14/R; read:
head of navigation at Stirling.
(BA NP 286) 15/02

Page 3—Lines 19 to 21/R; read:
then 180° to the S shore of the Forth. This area excludes any
closed dock or lock except for the Eastern Channel lying
within Grangemouth Docks.
(BA NP 286) 15/02

Page 3—Lines 32 to 33/R; read:
All vessels should send an ETA at the pilot boarding
position and a request for pilotage to the Forth Ports
Authority 24 hours, 12 hours, and 2 hours in advance. The
message should include their grt,
(BA NP 286) 15/02

Page 3—Lines 39 to 41/R; read:
Pilot launches operate from Granton (55°59'N., 3°13'W.),
on the S shore.
Inbound tankers proceeding to Hound Point Terminal and
tankers proceeding from Anchorage Kilo (off Kirkcaldy) or
Anchorage Alpha (off Aberlady Bay) must
(BA NP 286; BA NP 54) 15/02

Page 3—Lines 48 to 49/R; read:
Inbound vessels proceeding N of Inchkeith, except those
bound to Hound Point Terminal, embark pilots close N of
No. 3
(BA NP 286) 15/02

Page 5—Line 13/L; read:
more shall be reported. The Forth Navigation Service can be
contacted by e-mail at fns@forthports.co.uk.
(BA NP 286) 15/02

Page 14—Line 16/R; read:
of 8.8m is maintained by dredging; however, due to siltation,
(BA NP 54) 15/02

Page 14—Lines 28 to 31/R; read:
tide between the time the tide reaches a height of 4.25m and
30 minutes before HW.
A depth of 11m is normally maintained alongside all the
berths within the main basin. The largest of the three
drydocks at the N side is 311m long and 42.4m wide, with a
depth of 12.4m over the sill at HWS.
(BA NP 54) 15/02

Page 14—Line 39/R; read:
by small vessels.

Vessels up to 250m in length, unrestricted beam, and 44m
air draft can be handled in the harbor.
(BA NP 54) 15/02

Page 49—Lines 52 to 57/R; read:
cannot enter at LW. Lynn Cut is the artificially-straightened
mouth of the river and has embankments up to 3.5m high.
An overhead cable, with a vertical clearance of 46m, spans
the fairway in Lynn Cut.

Alexandra Dock is entered through a lock 15.2m wide,
which has depths on the sill of 7.6m at HWS and 5.4m at
HWN. Bentinck Dock is entered from Alexandra Dock
through a passage 96m long and 15.2m wide, which is
spanned by two swing bridges. A minimum depth of 5.3m is
generally maintained in the wet docks, which have 1,600m
of total quayage. Vessels up to 3,000 dwt, 119m in length,
13.8m beam, and 5.5m draft have been accommodated at
HWS.

Riverside Quay is 220m long and South Quay is 365m
long. Vessels up to 5,000 dwt, 140m in length, 20m beam,
and 5.5m draft can be accommodated alongside these river
berths, but take the ground at LW. There are facilities for
container, ro-ro, tanker, general cargo, and bulk vessels.

Aspect.—The fairway in Bull Dog Channel is marked by
lighted buoys and lighted beacons. The S end of this channel
is bordered by drying training walls. The fairway in Lynn
Cut is indicated by a lighted range.

The town stands on low, flat ground. The two towers of St.
Margaret's church, the spire of St. Nicholas church, and
several tall chimneys are all prominent and visible from
seaward. The two pylons of the overhead cable, which spans
Lynn Cut, and a silo, standing on the E bank of the river, are
conspicuous.

Pilotage.—Pilotage is compulsory for vessels over 35m
in length. Pilots can be contacted by VHF and, unless
prevented by weather, board close W of Sunk Lighted Buoy
(52°56'N., 0°24'E.). The pilot vessel generally remains on
station from 2.5 hours before HW until such time as it is too
late for a vessel to transit the approach channel on that tide.
Vessels should send an ETA and request for pilotage at least
24 hours in advance, with amendments up to 6 hours in
advance. Vessels should report to the Harbor Master on VHF
channel 14 when passing Bull Dog Beacon and West Bank
Beacon.

All vessels over 80m in length or close to the upper limits
of beam or draft should contact the authorities prior to entry
for the latest information. The Harbor Master can be
contacted at harbourmaster@portauthoritykingslynn.fsnet.
co.uk.

Generally, vessels over 100m in length transit the
approach channel only on daylight tides. The attendance of a
tug is compulsory for all tankers over 73m in length and all
other vessels over that length not fitted with bow thrusters.

Anchorage.—Vessels can anchor in The Wash, SE of the
Roaring Middle Lightfloat.

Directions.—It is reported (2002) that Bull Dog Channel,
entered about 4 miles SSE of Roaring Middle Lightfloat

(52°58'N., 0°21'E.), is the main approach channel. It leads S and SSW for 6 miles between sand banks to the entrance of Lynn Cut. A fairway then leads through Lynn Cut and up the river to the port.

There are several alternative channels, but these are only suitable for small craft, with local knowledge. Teetotal Channel, the former main approach channel, lies 3 miles W of Bull Dog Channel and is no longer used.

Caution.—The positions of the aids in the approach channels are subject to frequent change.

A small ferry boat crosses the river close S of the entrance to the lock.

Vessels constrained by their draft keep to the deepest water. As a result, vessels may be encountered on either side of the channel, especially when rounding bends.

(BA NP 54) 15/02

Page 50—Lines 1 to 40/L; strike out.

(NIMA) 15/02

Page 113—Lines 56 to 57/R; strike out.

(NIMA) 15/02

Page 114—Lines 1 to 2/L; read:

Pilots normally board about 1 mile S of the Maas Center Lighted Buoy (52°01'N., 3°54'E.). If required, pilots can board by helicopter.

(BA NP 286) 15/02

Page 114—Line 34/L; read:

to change course and/or speed.

All inbound vessels must report to Pilot Maas on VHF channel 2, giving their name and call sign, when leaving the Maas Approach Sector (see Traffic Control).

(BA NP 286) 15/02

Page 114—Lines 44 to 50/L; read:

Scheveningen (PCH).

The message should include name; call sign; grt; draft in salt water; ETA at pilot boarding position off Cherbourg (13 miles N of Cap de la Hague); a request for Euro Channel pilot to board by helicopter; a confirmation that gyro, radar, and VHF are functioning or whether an expert is required for this equipment; and a request for information after passing Cherbourg. This message should be amended or confirmed at least 12 hours in advance.

After passing Cherbourg, the above vessels will be provided with information by the HCC concerning sea and/or depth conditions at the critical areas along their intended track, including the vicinity of Twin Lighted Buoy (51°32'N., 2°23'E.). They should not pass the abort point (50°29'N., 0°53'E.) unless conditions in the vicinity of the Twin Lighted Buoy are normal, nor enter the Dover Strait TSS if their radar is not working.

(BA NP 286) 15/02

Page 114—Lines 56 to 57/L; read:

boarding position, and confirmation that gyro, radar, and

VHF are functioning.

(BA NP 286) 15/02

Page 119—Line 47/R; read:

5. Channel 68 (Amsterdam Port Control)—From km 11.2

(BA NP 286) 15/02

Page 121—Line 6/L; read:

within about 13 miles of the IJmuiden Lighted Buoy.

The port (VTS Center) can be contacted by e-mail at hvp@amsterdamports.nl.

(BA NP 286) 15/02